



# Federal Aviation Administration

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## MEMORANDUM

Date: December 18, 2007

To: Manager, Airports Division/Great Lakes Region (AGL-600)  
Assistant Manager, Airports Division/Great Lakes Region (AGL-601)

From: Manager, Planning/Programming Branch (AGL-610)

Copy: Manager, Bismarck Airports District Office  
Manager, Chicago Airports District Office  
Manager, Detroit Airports District Office  
Manager, Minneapolis Airports District Office  
Manager, Safety/Standards Branch (AGL-620)

Subject: FY-2008 Airport Capital Improvement Plan (ACIP) Funding Priorities

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Regional Guidance Letter (RGL) 5100.20, which replaced Policy & Procedure Memorandum 5100.19 on December 12, 2007 states that each year we will announce the general types of projects that are likely to represent the highest priorities for Discretionary funding during that fiscal year.

This memo represents that announcement, and is intended to give the states and sponsors some ability to evaluate the likelihood of Discretionary funds becoming available for a particular project in Federal Fiscal Year (FY) 2008, and to help guide states and sponsors as we proceed into the 2009-2011 ACIP process.

We emphasize, however, that this memo is essentially a summary analysis of the Discretionary Candidate List for FY-2008. The list was developed through an intensive effort led by the Airports District Offices (ADOs) with input from states and sponsors, reviewed by the Planning/Programming Branch and by FAA Headquarters. The list was developed and reviewed with due consideration of statutory requirements, established priorities and FAA's published criteria.

Accordingly, the Discretionary Candidate List for FY-2008 is not subject to modification at this time. As stated in RGL 5100.20, the primary focus of the three-year ACIP process is not on the first year, but rather on the third year.

No appropriation legislation for FY-2008 has yet been passed as of this date. Therefore, everything outlined herein is subject to appropriation, apportionment and allotment of funds, as well as other processes including the National Environmental Policy Act (NEPA) and associated statutory and regulatory requirements.

We encourage the ADOs to share this memo with states and airport sponsors. We encourage those stakeholders to discuss any questions with the appropriate ADO.

Our priorities continue to be driven principally by the established National Priority System (NPS) system, as set forth in FAA Order 5100.39 ("Airports Capital Improvement Plan"). At this time, we anticipate that 94% of the Discretionary grant funds awarded in FY-2008 will exceed the typical threshold NPS rating of 40. Of the remainder, the majority will be a combination of Military Airport Program (MAP) awards, Runway Safety Action Team (RSAT) recommendations or other statutory requirements. We anticipate that more than 40% of the Discretionary grant funds awarded in the Region will exceed the NPS rating of 60.

As always, safety remains our top priority. Key safety-related projects under consideration for funding in FY-2008 include:

- Runway Safety Area (RSA) improvements, designed to bring all Part 139 RSAs into compliance to the extent practicable at the earliest possible date;
- Runway and taxiway pavement rehabilitation, particularly at smaller airports that do not tend to have as many strong funding sources as larger airports;
- Projects designed to reduce or eliminate wildlife hazards;
- Obstruction removal and land acquisition for approaches;
- Acquisition of safety equipment, including Airport Rescue and Firefighting (ARFF) where required by Part 139; and
- Projects designed to reduce pilot confusion or back-taxiing on runways.

We anticipate that 46.7% of the Discretionary grant funds awarded in the Region will be for safety/standards or rehabilitation projects such as those outlined above.

We will continue to support the growth of both primary and nonprimary airports where clear justification and eligibility requirements are met for new and expanded airport facilities, subject to the availability of funds. Priorities include:

- New or extended runways where justified by volume of forecast operations, wind conditions or standards required to support existing traffic; and
- New or extended taxiways designed to optimize airfield capacity.

We anticipate that approximately 28% of the Discretionary grant funds awarded in the Region will be for capacity-related projects in the categories outlined above. Of that amount, however, more than 96% is in existing letters of intent (LOI's).

Environmental impact mitigation priorities for FY-2008 include noise mitigation including sound insulation and other measures, prioritized to address the most severely impacted areas first (based on DNL contours) and noise compatibility studies.

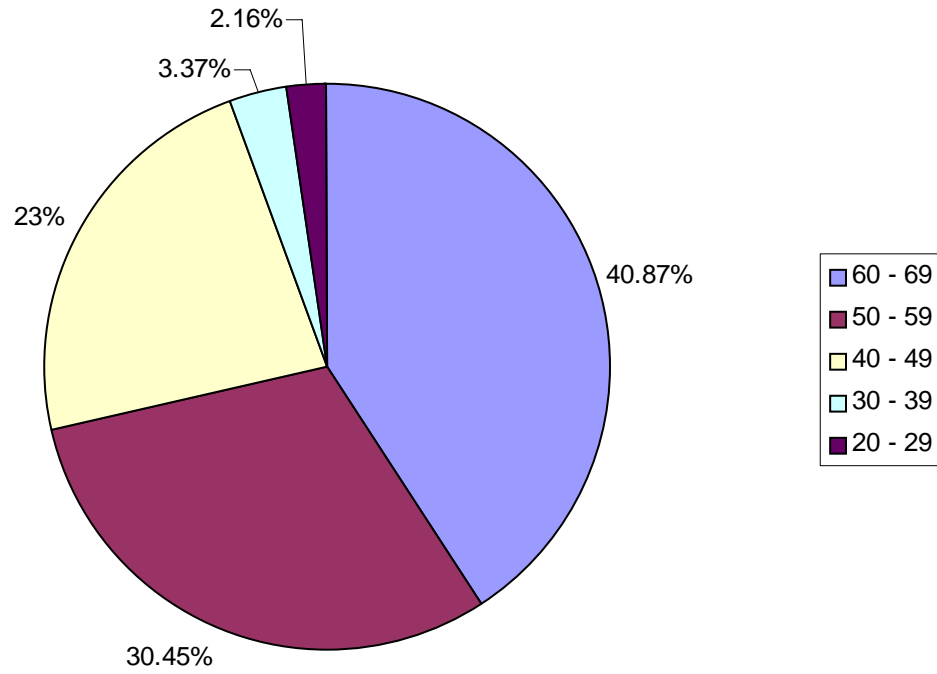
The preceding outline of priorities is subject to appropriation, apportionment and allotment of funds, and is subject to change at the discretion of the Federal Aviation Administration. This announcement may be shared publicly and will be posted on the Airports Division, Great Lakes Regional website.

Similar priorities will be observed as we evaluate input from states and sponsors in support of the 2009-2011 ACIP process. Other types of projects, including eligible security and standards-related improvements, may also be considered. Each ADO determines the highest priorities within their respective jurisdictions.

In order to ensure that projects proposed for FY-2011 are ready to proceed in the event that funding is approved, we strongly encourage sponsors to work closely with the appropriate ADO to plan and monitor the status of the "General Milestones for Proposed AIP Projects" included as Attachment A of the PPM, available online at:

[http://www.faa.gov/airports\\_airtraffic/airports/regional\\_guidance/great\\_lakes/airports\\_resources/ppms/media/5100.20.pdf](http://www.faa.gov/airports_airtraffic/airports/regional_guidance/great_lakes/airports_resources/ppms/media/5100.20.pdf)

**Figure A**  
**Anticipated Distribution of Discretionary by National Priority System (NPS) Rating**



**Figure B**  
**Anticipated Distribution of Discretionary by Purpose**

